THE

CANADIAN LAND AND EMIGRATION COMPANY'S TOWNSHIPS,

AND

THE BACK COUNTRY OF ONTARIO.

AS the enquirer about lands in the country North of the Towns of Peterborough and Lindsay will hear various conflicting reports as to character of the soil, and its fitness for agriculture, some of them depreciatory, a few words as to the causes of such reports may not be amiss.

It is well known to all those that have any knowledge of the geological formation of the Back Country, that there is a rocky belt running in a north-westerly direction from the neighborhood of Kingston through the Mineral Regions of Madoc, Marmora, Belmont, Burleigh, Harvey, &c., past Bobcaygeon to the Georgian Bay a little South of Muskoka Lake. In this belt is to be found the junction of the granite and limestone formations, the Southern boundary of the Laurentian. It is very distinctly marked in Sir W. Logan's Geological Map as the Hudson River Group. It varies in width in different localities presenting only a few fertile patches; beyond this, however, is a large tract of excellent land broken only here and there by rocky ridges. Those who go as far North only as the rough tract return with an evil report of the country, having arrived at the not unnatural but certainly illogical conclusion that it must be worse the further North you go, and even some residents of the front, who know otherwise from personal observation, decry the back country for reasons of their own, but contrary apparently to their own interests, as the success of the comparative front, Peterborough, Lindsay and Bobcaygeon for instance, depends entirely on the speedy settlement of the back country. Along the Bobcaygeon Road, which badly laid out as it is across the rocky belt and across all the creeks and ravines in the country, gives some countenance to the reports, the settlers delight to frighten the new comers with tales, drawn entirely from

the imagination, of the sterile and rocky character of the country, the difficulties that beset the path of the backwoodsman, the penury and generally abject condition of the settlers, &c.; two reasons suggest themselves to account for this, the fact that the Bobcaygeon Road divides two Counties, and that the Victoria people endeavour to prevent anyone going back into Peterborough County, and the Peterborough people any one going into Victoria, and the natural desire that there may be among the settlers along the road to sell their own farms and move back into a more fertile territory. With permission of the Author, a few extracts are made from letters that appeared in the *Peterborough Review* in 1869, and which it will be seen are compiled from official sources :--

The Huron and Ottawa Territory.—"Those who have paid but little attention to this subject, have but a very faint idea of the vast extent of territory lying immediately to the north of us, and sufficiently far south to permit of profitable settlement.

"While our newspapers are crowded with glowing descriptions of the fertility of the "Fertile Belt," how few have endeavored to diffuse reliable information regarding a territory lying at our very doors, a territory containing an area greater than that of one half of the old surveyed townships in the Province of Ontario, and nearly equal to that of the states of New Hampshire and Massachusetts combined, possessing resources capable of affording profitable employment to thousands whose industry would confer great benefits, not only upon this particular Province, but on the whole Dominion.

"Without in any way desiring to belittle the great west, which we all hope soon to have incorporated as part and parcel of the Dominion, I may be permitted to venture the opinion, that the future of the Huron and Ottawa Territory is of far greater importance to this Province, more particularly this portion of it, than the settlement of the "Fertile Belt."

"According to official documents, the area contained in the limits to which I have already referred, is as follows :—

	ACRES.
Newly Surveyed Townships	3,785.581
Unsurveyed portion	6,683,867
Making a total of	10,469,448

"Of the surveyed portion there has been published by the Crown Lands Department a very useful map, which represents, by the use of three different colours, the general character of the new Townships, in so far as their agricultural and timber resource are concerned. By reference to this map it will be observed that about one third of this portion of the Territory is colored red, which is intended to indicate the land best adapted for settlement, fully another third is coloured yellow, which denotes "fair land, sandy soil, mixed timber, but generally "pine"; and the remainder is colored blue, denoting "rough rocky land, timber, principally "Hemlock and scrubby pine." In proof of the correctness of the general estimate thus formed, I may mention that in the County of Peterborough the settlement is progressing most rapidly in those townships in which the red colour predominates, even although they are nearly in every instance the

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most northerly, and consequently the most inaccessable. For instance while in 1861, there were in the township of Galway, the most southerly of the townships on the Bobcaygeon Road, 83 ratepayers, in Snowden, the next township going north but 42, and in Minden, Stanhope and Dysart combined there were but 45 settlers. Yet in 1868 I find by reference to the Assessment Rolls, that there were in Galway 111 ratepayers, being an increase of 28; in Snowden 84 or just double those in 1861; and in Minden Stanhope and Dysart combined, the number had increased to 300, nearly *seven* times the number of 1861. Now by reference to the map alluded to, it will be found that the south-east portion of Galway is colored blue, denoting the worst land or rather rock, while the rest of the township (with the exception of about 1000 acres in the south-west corner, which is coloured red) is colored yellow, indicating land of medium quality. Coming to Snowden we find that fully the South half of this Township is of a yellow colour, but that the northern portion is red, being the *first* good land reported on the Bobcaygeon Road, on the eastern side a very small portion of blue is shown. The next is Minden which now has 144 ratepayers, and is nearly all colored red, a small portion yellow, and no blue. Still further north we have Stanhope, with 53 settlers, about one third of this township (near the road) is red, while the remainder is yellow, and no blue. Lastly we have Dysart, which belongs to the Canadian Land and Emigration Company, lying immediately East of Minden; and returning in 1868, 103 ratepayers; this township is represented nearly all good on the map, the rest being yellow with the exception of about 500 acres in the south west corner which is blue.

"Thus we have afforded us the very best proof of the general correctness of this map, otherwise how can we account for the fact of the three Townships furthest north, the nearest being at least twenty miles further than Galway from Bobcaygeon Village, making such rapid progress as compared with Galway, or even Snowden, during the last seven years. Another pleasing result of the information thus obtained, is that although we have such incontrovertible proofs of the inferior character of the land in Galway, yet it is making a reasonable progress, thereby proving beyond doubt that much of the land colored yellow is capable of affording a comfortable home and livelihood to the industrious settler. By reference to a Return laid before the Provincial Legislature at its last session, I find that in the Muskoka Territory, also, the greatest number of settlers were located in those Townships indicated by this map as best adapted for settlement. Of the character of the Townships on the Burleigh Road, the writer can speak from personal knowledge, that this map is most trustworthy. It is unfortunately quite true, as this map represents that in Harvey and Burleigh, and in Galway, Cavendish, and Anstruther, the greater portion of the country is of the worst description, but even in the last named range of townships, some patches of tolerably good land make their appearance. In the next range there is a great deal of good land, particularly in the Free Grant Townships of Monmouth and Cardiff: indeed so great is the improvement which takes place in the character of the country, when these uninviting Townships are past, that your readers will no doubt be surprised to learn that, of that portion of the Surveyed Territory coloured red on this map, about *one half* of it lies within the bounds of the County of Peterborough.

"This view of our northern territory is also borne out by the reports of the Geological survey. Speaking of the general character of Ontario, an eminent writer says:—

"'The Laurentian range of mountains running south westerly and skirting the north shore of the St. Lawrence, between Quebec and Montreal, but gradually receding from that river on approaching the latter city, tends westward from Montreal along the north shore of the Ottawa, sending an out-lier or two to remind of its neighborhood the traveller on that noble stream. Some distance above Ottawa city—notably at Portage du Fort—the most casual observer may see it crossing the river strong; and, somewhat modified in character, it runs southward to near Brockville, whence, again turning westward, it forms a ridge, or rather a collection of hillocks, which shed the rain that falls upon them southward to Lake Ontario and the St. Lawrence, and north and eastward to the Ottawa or Lake Simcoe and the Georgian Bay.

"When it was asserted, years ago, that the good lands of Canada were mostly sold, settlement had about reached this rocky ridge.—Roads made in this region showed its uninviting character. Worst of all, the free grants located upon some of these roads gave so poor a prospect that they were abandoned.

"But settlement was meantime turning the flanks of the Laurentian line. First, from the west, from near Lake Simcoe, people found the Muskoka District and Parry's sound not uninviting. Then, from the east, the men of Lanark and of Renfrew moved up the Madawaska and the Petwawa. Then the Crown Lands Surveyors, and, better still, the employees of the lumberers, went further back. The further they penetrated into the interior, the better the land became, and the result may be stated thus: that *inside* the Laurentian barrier, best approached by the Northern Railroad and Lake Simcoe on the one hand and from the Upper Ottawa River on the other, there is, in the basin of Lake Nipissing and the watershed of the Ottawa, both in Ontario and Quebec, a most extensive tract of excellent land, nearly as large as the peninsula of Ontario, much of it deep-soiled as the basin of the St. Lawrence, timbered with a heavy growth of mixed white pine and hardwood, much of it as level as the St. Lawrence valley, and some as even as a prairie. It lies, moreover, near waters which either are or can be easily made navigable. A market for its farm products exists already in the lumberers' camps, which are even now breaking its solitudes, and but few years will elapse before its forests ring with the settler's axe—before the shores of Lake Nipissing, which is three times as large as Lake Simcoe, echo to the whistle of the steamboat—or even before a railway runs across it by the shortest route from Montreal towards Chicago.'

"It no doubt is deeply to be regretted that such a barrier should have been interposed by nature, to the settlement of this territory from the townships immediately south of it; and there is but little doubt, that many intending settlers have become disgusted with the barren appearance of the country through which the colonization roads unavoidably pass e're they reached that portion of it fit for settlement." C.

A committee appointed by the Peterborough County Council, in 1866, to enquire into the resources and capabilities of the back country, reported that "where crops, roots or cereals, have been sown in proper season the yield has been equal to that of the most fertile lands in the Province."

Speaking of the Company's Townships, another writer in the *Review*, in 1868, says:—

"I was very agreeably surprised at the quantity of good land which I saw in all the Townships, and the progress which has been made in Dysart. The class of settlers in Dysart are much better than I expected to find there; I was particularly struck with the comfort and conveniences which the people enjoy, and the absence of discontent which often exists in new settlements; where there are many hardships to contend with.—Everybody with whom I conversed spoke well of the land. Vegetation was as far advanced in Dysart and Harcourt, during the latter part of May, as it was at the "front." Settlers get a ready market for every kind of produce and prices as good as at Peterborough, lumbering operations being carried on largely in that district, for which supplies of every kind are required. In general character and appearance the land in these Townships resembles the country immediately behind the Town of Peterborough, which is now one of the best parts of Canada. There are some lands not adapted for cultivation, but they are inconsiderable in quantity in comparison with the good lands, and will not interfere materially with the settlement of the country." At a Public Meeting held at Haliburton in October, 1869, at which were present two of the Directors of the Company, Messrs. Kennaway and Gurney. Mr. Gurney remarked:—"He, with Mr. Kennaway, were deputed by the English Company, as two of its Directors, to visit this place and ascertain its capabilities, and he was glad to be able to state that the little he had seen, produced in his mind a favorable impression. The soil is not much unlike that on which he lived in England. There is granite, and where that shows itself the land is unfit for settlement; but there is much, most useful soil where granite does not crop up; the quantity of granite shows itsely largely about the Burnt River, and from thence on to Minden, and is very discouraging; but when we get out to Dysart we find a great difference, and there are, as in England, large quantities of land particularly suited for grass and for the growth of sheep and cattle. I find amongst the settlers generally a strong impression in which I concur that the district has good capabilities for wheat, but that its soil is greatly suited for a sheep and cattle growing country. It will, I really believe, become one day the chief sheep, wool, and cattle growing country of Canada; it is what is called a rolling country, what sheep like. The soil is somewhat light, and the land dry, sheep will thrive well on it. The sheep don't mind cold, they suffer from wet, and those which I have seen here look clean, healthy and strong. The cattle, too, though roving in the woods, keep themselves in capital condition, and their appearance would do credit to some of our English Farms."

The County of Peterborough, and particularly the northern portion of it, is wonderfully healthy, and in this respect, as well as in picturesque scenery, it is doubtful whether any more settled district of Ontario can compare with it.

The nature of the soil in the back country of Peterborough, a rich sandy loam, is such that on the disappearance of the snow the farmer is able at once to commence ploughing, rendering the farming season practically very little if at all shorter, than in other parts where the climate is somewhat milder but the soil is more obstinate. The latitude of the back Townships referred to is somewhat south of Ottawa and Montreal. The

mean temperature is of course slightly lower than in the country immediately south of it bordering on Lake Ontario. The winter, however, is more calm and steady, and the cold is not inconveniently felt. The one great and only drawback to the progress of settlement in the Company's Townships is the want of better access; the representatives of the Town and County of Peterborough, however, are now so fully alive to the importance of securing the growing trade of Dysart and the adjoining Townships, that, in conjunction with the Company's Manager, they are making every effort to secure the completion of the Buckhorn Road, a direct road from the Town of Peterborough, which will shorten the distance to Haliburton by at least 15 miles, and give a more level line, traversing a better section of the country; much of the Townships of Cavendish and Glanmorgan being well adapted for settlement. The co-operation of the Government of Ontario is now confidently reckoned upon.

A charter for the construction of a Wooden Railway from Peterboro' to Haliburton was, through the instrumentality of Mr. Blomfield, ably seconded by Mr. Carnegie, M. P. P., and others, secured in January, 1869, and Wooden Railways, about which little was known in the Province at that time, are now receiving considerable attention, and have recently been favorably reported upon by a select committee of the Legislature as admirably adapted for promoting the rapid settlement of the back country, and for a considerable traffic where a high rate of speed is not of the first importance. They are easily and cheaply constructed from the maple of the country which they traverse. Other charters for Wooden Railroads have been obtained in both Provinces. A wooden Railroad from Quebec to Gosford, a distance of over twenty miles, has already been constructed by Mr. Hulburt, well known for the improvements which he has introduced in these Railroads. The Government of Quebec have granted to these "Colonization Railroads" 3 per cent per annum for 20 years on the total outlay, and the advocates of these Railroads, for the Province of Ontario, not unreasonably supposed that a like aid would be granted by the Legislature of Ontario equally interested in the settlement of their magnificent territory. This however was not secured during the session of 1869-70, and without such aid the Peterborough and Haliburton Railroad cannot be constructed. The project however is by no means abandoned; Government aid is confidentially expected during the ensuing session by members interested in these useful enterprises, and there are other lines from Haliburton giving equally good access to the front where the cost of construction will be less, and the material aid more; the municipality of Dysart is always ready to give a liberal bonus to any Company that will carry a Railroad to Haliburton. Those, therefore, contemplating settling in the Company's Townships need not be deterred on account of the

present means of access, but they may rely with confidence on a direct road being constructed from Peterborough to Haliburton in 1870, or 1871 at furthest, and may feel satisfied that a railroad will be opened to Haliburton at no distant day. Wm. Strickland & Lakefield and

An arrangement that the Company has made with Mr. Boyd of Bobcaygeon, for the getting out of Saw Logs and their manufacture into Lumber, will for some years give employment to a large number of hands, and supply an excellent market to the settlers at their own doors. The Company yearly expends considerable sums in the construction of roads and various works, such as mills, &c., and gives liberal aid to various institutions and enterprises. The municipality of Dysart is the richest in the back country described above on account of the large Taxes paid yearly by the Company; the sum collected is judiciously expended by the Council in opening up roads, and constructing bridges and public buildings.

There is, therefore, an excellent prospect for a working man in the Company's Townships. Industry cannot fail to bring its reward. If the farmer happily has enough to keep him comfortably for the first two years he can labor on his farm with a certainty of a speedy and ample remuneration, if he has not, but has a strong arm and a willing hand, he can, by working out part of the year, supply the wants of himself and family, while he can be gradually clearing and improving his property and paying for the land which can be obtained on very easy terms.

These are advantages that are not offered in the Free Grant Districts, and which did not fail to strike Mr. Cherry, an impartial observer, whose letter is appended hereto.

The Government of Ontario has undoubtedly adopted a wise and liberal policy in giving away lots to actual settlers, but any one acquainted with the country knows that the first cost of the land is a minor consideration, and that many a lot from its situation is dear as a free grant. The real thing for the farmer to look to is the quality of land, the advantage of situation, access by road, probability of Municipal or other aid when required, proximity to mills, stores, schools, and post office, ready and remunerative market, and the facility of obtaining employment at fair wages; these material advantages the Company is in a position to offer.

The greater portion of the Company's Block of nine Townships is excellent farming land. Dysart is now a well settled Township, with large clearings. Haliburton is beautifully situated at the head of Lake Kushog; it is making rapid progress; there are already several stores, the post

office supplies a tri-weekly mail each way, the journey to and from Peterborough by conveyances, which carry the mail, is only 1½ days. There is a respectably conducted tavern where the traveller can obtain good accomodation. The Company has recenly erected a house for the convenience of families, until their own can be put up; the Grist and Saw Mills are now entirely in the hands of the company; the Grist Mill is the best in that section of country, and the Saw Mill is in good running order, and will be further improved to supply the wants of the settlement; by the joint librality of the Diocesan Church Society, the Company and the settlers, a clergyman of the Church of England, the Rev. G. C. Mackenzie, is permanently established at Haliburton. He is now actively engaged in collecting funds for the erection of a Church, which it is expected will be opened in the summer. Other religious denominations, to which the Company has also given some assistance, are well represented byClergymen, at present from the adjoining village of Minden. The schools are well conducted. An Agricultural Association has for some years been properly organized, and the Agricultural Exhibitions have been not unworthy of an older country; a Literary Institution, Reading Room and other evidences of civilization show that the settlers are only behind their fellow countrymen in their geographical position.

Free Grants are offered along the Peterson Road, where there is good land, with the view of connecting Dysart with the settlement in the Township of Harcourt. In order to encourage the latter settlement the Company has recently purchased the Saw Mill in that Township and is at this date engaged in the erection of a Grist Mill, and is opening up roads. Efforts are being made to secure the extension of the Burleigh Road, which will give direct access to Peterborough. Harcourt comprises much excellent land, although not offering as yet the same conveniences as the older settled Township of Dysart.

In the Township of Guilford good farming land can be secured at a lower rate than in the adjoining Township of Dysart.

The writer will conclude this sketch with a few words to the English Emigrant who contemplates trying his fortunes or founding a home in Canada.

The Country referred to is not suited to the skilled artisan of London, or other large city, accustomed to indoor work, but the industrious farmer, or farm labourer, with small means, will do well to settle in the Company's Townships; if they know something of carpentering, painting, blacksmith work, roadmaking, or are what are termed "handy men" they

can get good wages for good work, but the English Emigrant should be cautioned against the common fallacy that a man can farm if he can do nothing else. Let him understand that industry is above knowledge and that he cannot hope to succeed unless he makes up his mind to work, and above all to keep steady. With a little knowledge, and a good deal of industry and determination, a man need not fail to make a good living in the Company's Territory, and in a few years to attain to a competence, and in many instances a position that he could not hope for in England.

ADDRESS.

PETERBOROUGH, Ont., November 27th, 1869.

C. J. BLOMFIELD, ESQ.,

Manager Canadian L. & E. Co.,

DEAR SIR,—

I have much pleasure in acceding to your request to give you my opinion of, and experience in the Canadian Land and Emigration Company's Township of Dysart, for your own information and the benefit of intending settlers. I left England on the 30th of September last, reaching Peterboro' on the Tuesday week following, and on the Friday left by stage for Bobcaygeon, by stage to Minden next morning, thence by royal mail skiff to Haliburton, where I arrived about 8 o'clock the same evening, the whole distance being about 72 miles. I would remark that the difficulty of reaching the Townships is a great drawback to the settlement, and I am convinced that were the projected railway open, or even a direct and good carriage road, it would assist more than anything else to the rapid settlement of the Company's Townships, many intending settlers having been disheartened by the difficulties of the road and returned to the front without reaching the Township of Dysart. Before leaving Peterborough on my stating that I was going through to Haliburton I received very discouraging accounts of the country, and truly the road between Bobcaygeon and Minden is extremely rough, and the country rocky and apparently unproductive, so that I was agreeably surprised at the general appearance of Haliburton.

As I went there with a view of seeing for myself the nature of the country, and the prospect it held out to the English settler, before making any investment, I worked round amongst the farmers collecting all the information and opinions I could. On the whole I am favorably impressed with the country, though very different to anything I had anticipated. The soil in parts, more especially round the lake shores, encumbered with large granite boulders, is a light loam, well adapted for the growth of all the harder sorts of grain and roots, which attain great perfection. I was assured by several persons, speaking from their own experience, that the cost of the land clearing, fencing and cropping is more than returned in the first two years. The land is very thickly wooded with hard wood, such as elm, maple, &c., which, in the event of the railway being built, will be of considerable value. What particularly struck me was the hopefulness and contentment of the settlers, one even looking on the granite boulders as a source, if not of wealth, at least of convenience, when he would be able to put up his stone house and replace the rail fences with stone walls.

The farmer need fear no difficulty in disposing of his produce, all that he can raise will, for many years to come, be eagerly purchased at his own door by the lumbermen at as good prices as he would obtain at the front after being at the expense of sending it there.

I had an idea on leaving England the Government Free Grant Lands

would be the best investment, but from what I have seen I am convinced they would in the end be much dearer than the lands of the Canadian Land and Emigration Company, from the fact of the difficulty of reaching them; the settlers would have to a great extent to make his own roads, and send a distance of from 10 to 40 miles for all stores and to the nearest mills, besides being completely isolated for many years to come.

To the intending Emigrant I would say, if possible leave your family behind till you see your way before you, come in the early spring or summer so that you may become accustomed to the ways of the country, while work to which you have been used is plenty, so that in the fall you may either take up your own land and set to work chopping for yourself, or hire out to chop for others, as in the country districts this is the principal work during the winter; the use of the axe is easily learnt, and a good axeman need never be out of work, either on a farm or in the lumber shanties.

I am, dear Sir, faithfully yours,

FRANCIS CHERRY,
Late H. M. C. S.

DIRECT COMMUNICATION BETWEEN PETERBOROUGH AND HALIBURTON

Direct communication between Peterborough and Haliburton by connecting stage is given three times a week; journey being made in 1½ days:—

MONDAYS, WEDNESDAYS and FRIDAYS, stage leaves Peterborough at 2 p. m., after arrival of trains from Port Hope, and reaches Bobcaygeon at 6 p. m.

TUESDAYS, THURSDAYS and SATURDAYS, stage leaves Bobcaygeon at 6 a. m. arriving at Minden at noon, from which point stage leaves about 1, arriving at Haliburton between 5 and 6 in the evening.

In the Summer, Stage takes passengers only to the foot of Lake Kushog, 2 miles from Bobcaygeon Road, whence they are conveyed by boat to Haliburton.

TABLE OF DISTANCES.

From Port Hope to Peterborough, by railroad	30 miles
" Peterborough to Bobcaygeon	20 "
" Bobcaygeon to Minden	30 "
" Minden to Haliburton	19 "

Direct road from Bobcaygeon to Haliburton—leaving Bobcaygeon Road at Eastman's, 2 miles South of Minden—45 miles. Parties teaming through should take this road and save 4 miles. Good accommodation at Bobcaygeon, at Silver Lake 9, Kinmount 20, and Eastman's 28 miles from Bobcaygeon.

TERMS OF SALE OR LEASE.

FARM LOTS can be purchased at the following prices:—

(1.)—In Dysart, $2.00, Guilford, Harburn and Dudley, $1.25, and in other Townships $1 per acre, cash down.

(2.)—In Dysart, $2.50, Guilford, Harburn and Dudley, $1.50, and in other Townships $1.25 per acre; one-fifth cash, balance in four annual instalments.

(3.)—Rented for a term of seven years at an annual rental in Dysart of 20 cents, in Guilford, Harburn and Dudley of 12½ cents, and in other Townships of 10 cents per acre, payable in advance, with the right of pre-emption at the rate of, in Dysart, $3.00, Guilford, Harburn and Dudley $2.00, and other Townships, $1.50 per acre. A reduction will be made to lessees purchasing before expiration of lease, at rate of 6 per cent per annum.

TOWN PLOT OF HALIBURTON.—Town Lots, chiefly half acre, can be purchased at $30, and half lots at $15 each, and Park Lots of two acres, $40; and upwards according to situation.

Interest at the rate of six per cent charged on all amounts past due.

May 5th, 1872.

SETTLEMENT DUTIES.

FARM LOTS.—Three acres to be cleared, fit for cultivation, in each year during the first five years of tenancy, and a farm-house erected, 16 feet by 20 feet, within that time.

TOWN PLOT OF HALIBURTON.—Each lot to be fenced, and a good frame house erected thereon, 18 feet by 24 feet, within first year of tenancy.

DEEDS will be given to purchasers on due fulfilment of the Settlement Duties. The Company reserve only one-tenth of all mines, minerals, and mineral oils.

~~The settler has no right to sell timber off his lot until the purchase money has been paid in full, except by consent of the Company's representative.~~ Pine timber is reserved to the Company.

All applications for lots must be addressed to

C. J. BLOMFIELD, Esq.,
Manager Canadian Land and Emigration Company,
GEORGE STREET, PETERBOROUGH.

OR TO

ALEX. NIVEN, Esq., P. L. S.,
Agent Canadian Land and Emigration Company,
HALIBURTON,

Who alone are authorized to receive moneys on behalf of the Company.

Information may also be obtained from

J. W. IRWIN, Esq., Port Hope,
MOSSOM BOYD, Esq., Bobcaygeon.

There are also a few improved properties for sale, farm and village lots; for particulars apply to the Manager, or Agent.

Since the above was written the predicted aid to Railroads has been granted by the Legislature to the extent of from $2,000 to $4,000 a mile. The Railroad from Peterborough to Haliburton which, it had been by that time decided to make an Iron Road, would have been entitled to and would doubtless have received at least $3,000 a mile, and this with the Bonuses already granted, and which could have been secured, would have sufficed to have built the Road at a trifling cost to the Stockholders. Owing, however, to the apathy of the people of Peterborough, the Charter was allowed to pass into other hands and Railway communication with Peterborough is no longer contemplated. In the meantime, however, the Toronto and Nipissing Railroad is ~~being~~ completed to Coboconk, ~~to which point~~ it is ~~intended to run trains~~, and from this point to Minden, a distance of only 20 miles, a good road will be opened, by Midsummer 1873. This will bring Haliburton within one day's journey of Toronto without any further railway extension. The Fenelon Falls Company, however, proposes to branch off at Uxbridge, and construct a line via Lindsay to Fenelon Falls, and thence subsequently to extend up the Burnt River Valley to a point, probably Haliburton in the first instance, where the supply trade with the lumbermen of the Ottawa tributaries can be secured. Other Railway Companies also have in view a connection with Haliburton at no distant date. The Buckhorn Road is now in course of construction under instructions from the Hon. R. W. Scott, Commissioner of Crown Lands, and by an arrangement between the Company and Mr. Strickland the Burleigh Road is ~~being~~ extended into Harcourt, where a flourishing settlement is being established, ~~which will~~ also ~~be~~ connected with Haliburton by a road more direct than the Peterson. The Telegraph from Bobcaygeon to Haliburton ~~is in course of construction and an office will be~~ opened this summer. The Church referred to in page 8 has been completed, and two small Mission Churches have also been erected in S. W. Dysart and S. E. Guilford. The Presbyterians hope to have a handsome Church and Manse this Summer. A Town Hall has recently been erected and ~~a~~ commodious Hotel ~~is~~ now being opened and a number of excellent houses are rapidly springing up in Haliburton.

C. J. B.

March 15th, 1873.

Montreal Ocean Steamship Co.

ALLAN LINE.

UNDER CONTRACT WITH THE GOVERNMENT OF CANADA,

FOR THE CONVEYANCE OF THE

CANADIAN AND UNITED STATES MAILS

Running in connection with the Grand Trunk and other Railways, and forwarding passengers on easy terms to all Stations in Canada.

CABIN FARE:

FROM LIVERPOOL BY THE MAIL LINE, 18 and 16 GUINEAS

AND

BY THE GLASGOW LINE, 13 GUINEAS.

Cabin Fare includes Provisions, but not wines or Liquors, which can be obtained on board.

Steerage Passengers £6 6s., to either Quebec, Boston, New York, including a plentiful supply of cooked Provisions.

Baggage taken from the Ocean Steamships to the Railway Cars free of expense.

For Freight or Passage, apply in Glasgow, to J. and A. ALLAN; in London, to the EMIGRATION OFFICE, 84, Gresham House, Old Broad Street, or to MONTGOMERIE and GREENHORNE 17, Gracechurch Street, City; in Londonderry, to ALLAN, BROTHERS & Co., Foyle Street; in Dublin, to A. D. PALLEN, 19, Eden Quay; in Quebec, to ALLAN, RAE & Co.; in Montreal, to H. and A. ALLAN; or in Liverpool, to ALLAN BROTHERS & Co., Alexandra Buildings, James Street.

During the Winter Months the Steamers Sail to Portland instead of Quebec.

☞Passengers can book through to Port Hope or Peterborough.